

For: LAND DEVELOPMENT AGENCY

Proposed Large-Scale Residential Development,
Sarsfield Road, Wilton, Co. Cork.



COMBINED STAGE 1 & 2 ROAD SAFETY AUDIT

January 2025



MHL & Associates Ltd.
Consulting Engineers





Document Control Sheet

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B	Client Issue	J. Daly	B. Murphy	B. Loughrey	21 - 01 - 2025
C	Final Report	J. Daly	B. Murphy	B. Loughrey	24 - 01 - 2025

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Table of Contents

1	INTRODUCTION	3
2	AUDIT ISSUES.....	5
2.1	PROBLEM 1: ROAD MARKINGS AT THE EXISTING SIGNALISED JUNCTION	5
2.2	PROBLEM 2: TACTILE PAVING PROVISION AT SHARED SURFACE ACCESS LOCATION	5
2.3	PROBLEM 3: RESIDENTIAL DEVELOPMENT ACCESS JUNCTION	6
2.4	ADDITIONAL COMMENTS	6
3	AUDIT TEAM STATEMENT	7
4	APPENDIX A – PHOTOGRAPHS	8
5	APPENDIX B – DRAWINGS & DOCUMENTS SUBMITTED FOR INFORMATION	10
6	APPENDIX C – RSA FEEDBACK FORM	11

Table of Figures

Figure 1.1:	Site Location Map	4
Figure 1.2:	Proposed Site Layout (Credit: Reddy Architecture + Urbanism)	4

1 INTRODUCTION

M.H.L. & Associates Ltd. Consulting Engineers has been engaged by Land Development Agency, the applicant, to prepare a Road Safety Audit (RSA) in support of a planning application for a Large-Scale Residential Development (LRD) at Sarsfield Road, Wilton, Co. Cork.

The Land Development Agency (LDA) intends to apply to Cork City Council for permission for a Large Residential Development with a total application site area of c. 2.61ha, on lands adjoining the ESB Networks DAC Office, at Farrandahadore More, Sarsfield Road, Wilton, Cork City. The development will provide 348 no. residential units and a 138 sqm childcare facility, revised access arrangements to Sarsfield Road and all associated development above and below ground.

The site location and proposed site layout for the development are shown in Figure 1.1 and 1.2 below, respectively. Sarsfield Road has a speed limit of 50km/h. This Stage 1 & 2 Road Safety Audit has been carried out in accordance with the requirements of TII Publication Number GE-STY-01024. In accordance with TII Publication GE-STY-01024, the Audit considers the potential safety hazards for road users of a new development scheme "which would result in new road construction or permanent change to the existing road or roadside layout". This Stage 1 & 2 Audit, undertaken at planning stage also audits the proposed new connections from the applicant's site onto the public roads/footpath. In this instance the audit considers connection onto the local road network.

The Audit Team consists of Brian Loughrey (Team Leader) and Brian Murphy (Team Member) of MHL Consulting Engineers. A site visit was undertaken by the audit team on Tuesday 10/12/2024. The weather at the time of the audit site visit was dry and overcast.

Information provided to assist the Audit consists of the drawings and documents listed in Appendix B. The information provided was considered adequate in terms of detail for the purpose of carrying out a Stage 1 and 2 Road Safety Audit.

No previous Road Safety Audit reports were provided to the audit team for reference to the development.

The Road Safety Authority traffic collision statistics for the surrounding road network are not currently available due to GDPR conditions.

The Audit has been carried out in accordance with the relevant sections of TII Publication GE-STY-01024 (formerly NRA HD 19), "Road Safety Audit". The scheme has not been examined or verified for compliance with any other standards or criteria. The team drove and walked the local road network in the vicinity of the scheme and compiled a list of road safety problems and associated recommendations for elimination or mitigation of the hazards which are presented in this report. Appendix A contains some photographs of the site.

An Audit Team Statement is included at the end of the Report. Appendix C contains the Safety Audit Feedback Form.

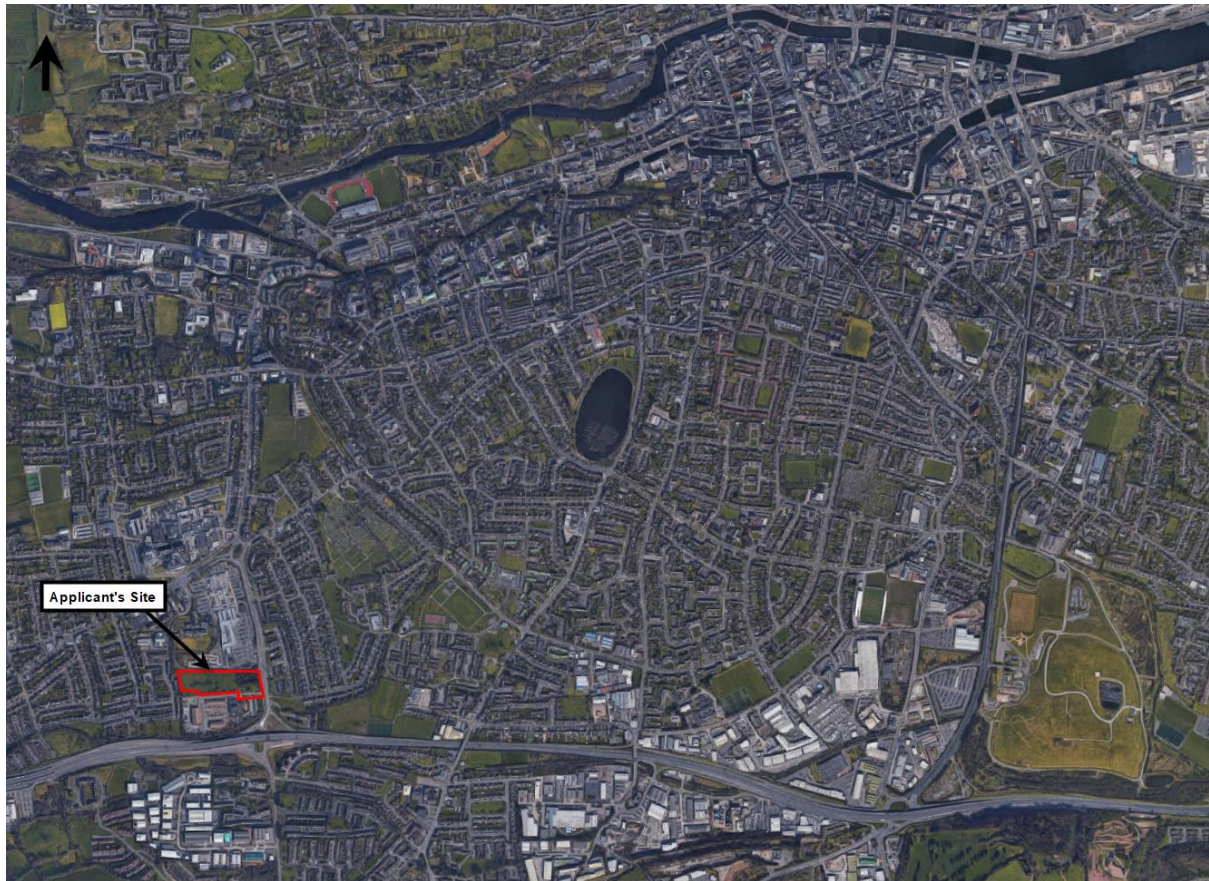


Figure 1.1: Site Location Map



Figure 1.2: Proposed Site Layout (Credit: Reddy Architecture + Urbanism)

2 AUDIT ISSUES

2.1 PROBLEM 1: ROAD MARKINGS AT THE EXISTING SIGNALISED JUNCTION

The cycle lanes, crossing lines associated advance cycle refuge road markings and stop lines are worn at the existing signalised junction and not clearly discernible. Failure to provide clear road markings at such a busy junction may cause confusion as to the use of the road space and also priority at the junction.

Recommendation 1

Reinstate existing road markings at the entrance, in accordance with relevant design standards.

2.2 PROBLEM 2: TACTILE PAVING PROVISION AT SHARED SURFACE ACCESS LOCATION

The development proposes a shared pedestrian and cycle access location on the eastern boundary of the site. No ladder and tramline tactile paving is shown at this connection to warn visually impaired pedestrians of the potential hazard. A second occurrence of missing ladder and tramline tactile paving was noted internally within the development where an adjacent pedestrian path connects to the shared surface.

Failure to provide the appropriate warning paving may lead to visually impaired users stepping onto the proposed cycle track which may lead to collisions with cyclists.



Recommendation 2

Provide appropriate tactile paving at the connection of footpaths/shared surfaces, in accordance with the relevant design standards and guidelines.

2.3 PROBLEM 3: ACCESS ROAD LINE MARKING

The access road serving the proposed residential scheme forms a T-junction from the ESB facility entrance road. The centre line road markings are solid through the development entrance, inferring no vehicular crossing movements should be allowed. Failure to provide appropriate road markings may lead to confusion for drivers at the location and possibly lead to vehicular collisions.

Recommendation 3

Provide appropriate road markings, in accordance with relevant design standards.

2.4 ADDITIONAL COMMENTS

No provision appears to have been made for cyclists, using the shared surface to exit the development, connecting to the existing cycle lanes along Sarsfield Road. Cyclists would have to cross an existing footpath and grass verge to continue their journey along the Sarsfield Road cycle track. Extending the shared surface in an easterly direction to incorporate the existing footpath and cycle lane would allow for safe and easy connectivity to the existing infrastructure.

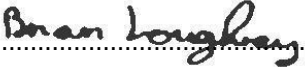
An old vehicular entrance to the site is located approximately where the shared surface is proposed to tie-in to Sarsfield Road. This existing entrance incorporates a dropped kerb along the cycle lane for northbound cyclists on Sarsfield Road. Due to this existing entrance no longer accommodating vehicular access, there is no requirement for a dropped kerb and the cycle lane should remain raised from the carriageway along this section of road.

The applicant should bring these issues to the attention of the local authority for reference in the planned improvement works on Sarsfield Road.

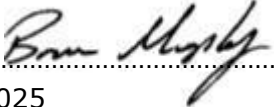
3 AUDIT TEAM STATEMENT

We certify that we have examined the drawings and documents listed in the Appendix to this Report. The examination has been carried out with the sole purpose of identifying any features of the design that could be removed or modified in order to improve the safety of the scheme. The problems identified have been noted in this report, together with associated safety improvement suggestions, which we recommend should be studied for implementation. The Auditors have not been involved with the scheme design.

Mr Brian Loughrey, BE CEng MIEI

Signed: 
21/01/2025

Mr Brian Murphy, BE CEng MIEI

Signed: 
21/01/2025

4 APPENDIX A – PHOTOGRAPHS



Photo A1 – Approximate Location of Development Entrance.



Photo A2 – North along Sarsfield Road



Photo A3 – South along Sarsfield Road



Photo A4 –Approximate Location of Proposed Pedestrian / Cycle Access

5 APPENDIX B – DRAWINGS & DOCUMENTS SUBMITTED FOR INFORMATION

DRAWINGS BY: Reddy Architecture + Urbanism			
Ref.	Rev.	Drawing Title	Scale
Layout Drawings			
WLT-06-SW-ZZ-DR-RAU-AR-1003	C	Proposed Site Layout – Ground Level	1:500 @ A1
23215-BMD-ZZ-XX-DR-C-11100	PL2	Roads Plan Layout	1:500 @ A1
23215-BMD-ZZ-XX-DR-C-11011	PL1	Typical Cross Sections Sheet 1 of 2	As Shown
23215-BMD-ZZ-XX-DR-C-11012	PL1	Typical Cross Sections Sheet 2 of 2	As Shown
23215-BMD-ZZ-XX-DR-C-11400	PL2	Swept Path Analysis – Fire tender Sheet 1 of 3	1:250 @A1 1:500 @A3
23215-BMD-ZZ-XX-DR-C-11401	PL2	Swept Path Analysis – Fire tender Sheet 2 of 3	1:250 @A1 1:500 @A3
23215-BMD-ZZ-XX-DR-C-11402	PL2	Swept Path Analysis – Fire tender Sheet 3 of 3	1:250 @A1 1:500 @A3
23215-BMD-ZZ-XX-DR-C-11403	PL2	Swept Path Analysis – High Reach Appliance	1:250 @A1 1:500 @A3
23215-BMD-ZZ-XX-DR-C-11410	PL2	Swept Path Analysis – Twin Rear Axle Refuse Truck Sheet 1 of 2	1:250 @A1 1:500 @A3
23215-BMD-ZZ-XX-DR-C-11411	PL2	Swept Path Analysis – Twin Rear Axle Refuse Truck Sheet 2 of 2	1:250 @A1 1:500 @A3

DRAWINGS BY: EDC Mechanical & Electrical Consulting Engineers			
Ref.	Rev.	Drawing Title	Scale
Layout Drawings			
C23024-EDC-XX-XX-DR-E-3000	D03	Public Lighting Layout	1:500 @ A1

DRAWINGS BY: Park Hood Chartered Landscape Architects			
Ref.	Rev.	Drawing Title	Scale
Layout Drawings			
7848-PHL-00-ZZ-DR-L-1100-MASTERPLAN	00	MASTERPLAN	1:500 @ A1



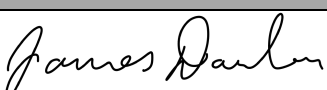
6 APPENDIX C – RSA FEEDBACK FORM

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Road Safety Audit Feedback Form

Scheme:	Proposed Large-Scale Residential Development, Sarsfield Road, Wilton, Co. Cork
Audit Stage:	Stage 1 & 2
Date Audit Completed:	21/01/2025

	To be completed by the Designer			To be Completed by Audit Team Leader
Paragraph No. in Safety Audit Report	Problem accepted (yes/no)	Recommended measure accepted (yes/no)	Describe alternative measure(s). Give reasons for not accepting recommended measure. Only complete if recommended measure is not accepted	Alternative measures or reasons accepted by auditors (yes/no)
2.1	Yes	Yes		
2.2	Yes	Yes		
2.3	Yes	Yes		

DESIGNER			
Signed:	 Peter O'Dwyer for Barrett Mahony Consulting Engineers Ltd.	Date:	23/01/2025
AUDITOR			
Signed:		Date:	24/01/2025
EMPLOYER			
Signed:		Date:	23/01/2025



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